

Subject: INSURV QUARTERLY SURFACE SHIP MESSAGE NR 013

Importance: Low

261410Z FEB 02 PRESINSURV NORFOLK VA(n) INSURV QUARTERLY SURFACE SHIP
MESSAGE NR 013

TO CNO WASHINGTON DC
CINCLANTFLT NORFOLK VA
CINCPACFLT PEARL HARBOR HI
COMNAVSURFLANT NORFOLK VA
COMNAVSURFPAC SAN DIEGO CA
COMNAVSURFPAC SAN DIEGO CA(n)
COMNAVAIRLANT NORFOLK VA
COMNAVAIRPAC SAN DIEGO CA
COMSUBLANT NORFOLK VA
COMSUBPAC PEARL HARBOR HI
COMSCLANT NORFOLK VA(n)
COMSCPAC SAN DIEGO CA
CC COMNAVSEASYS COM WASHINGTON DC
PEO THEATER SURFACE COMBATANTS WASHINGTON DC DET A(n)
PEO THEATER SURFACE COMBATANTS WASHINGTON DC(n)
PEO EXW WASHINGTON DC
PEO EXW WASHINGTON DC(n)
PEO MUW WASHINGTON DC(n)
BUMED WASHINGTON DC(n)
CNET PENSACOLA FL
CNET PENSACOLA FL(n)
COMSECONDFLT
COMCARGRU FOUR
NETPDTC PENSACOLA FL
NETPDTC PENSACOLA FL(n)
NAVICP MECHANICSBURG PA(n)
NAVICP PHILADELPHIA PA(n)
COMNAVSUPSYSCOM MECHANICSBURG PA
COMNAVSUPSYSCOM MECHANICSBURG PA(n)
NAVMEDLOGCOM FT DETRICK MD(n)
NAVSURFWARREN SHIPSYSENGSTA PHILADELPHIA PA(n)
COMNAVSAFECEN NORFOLK VA(n)
SERVSCOLCOM GREAT LAKES IL(n)
COMAFLOATRAGRU ATLANTIC NORFOLK VA
COMAFLOATRAGRU ATLANTIC NORFOLK VA(n)
COMAFLOATRAGRUPAC SAN DIEGO CA
NAVENVIRHLTHCEN NORFOLK VA(n)
NAVOSHENVTRACEN NORFOLK VA(n)
SWOSCOLCOM NEWPORT RI(n)
COMNAVSURFRESFOR NEW ORLEANS LA
FTSCLANT NORFOLK VA
FTSCPAC SAN DIEGO CA
BCC PRESINSURV NORFOLK VA(n)

UNCLAS//N04730//

PASS COPY TO OFFICE CODES:

FM PRESINSURV NORFOLK VA//00//

TO CNO WASHINGTON DC//N09/N096/N9B/N3/N4/N43/N45/N454/N5/
N4/N86/87/N66//

CINCLANTFLT NORFOLK VA//N01/N3/N4/N43/N45/N46/N465/N467/N6//
 CINCPACFLT PEARL HARBOR HI//01/N3/N4/N43/N45/N46/N466/N6//
 COMNAVSURFLANT NORFOLK VA//N00/N3/N4/N42/N43/N44/N45/N6/N8//
 COMNAVSURFPAC SAN DIEGO CA//N00/N01N3/N4/N41/N43/N44/N418/
 N6/N8//
 COMNAVAIRPAC SAN DIEGO CA//N00/N01/N3/N43/N45/N454/N8//
 COMSUBLANT NORFOLK VA//01/N3/N4/N45/N451//
 COMSUBPAC PEARL HARBOR HI//01/N3/N4/N45/N451//
 COMSC WASHINGTON DC//N00/N01/N00S/N4/N42/PM1/PM2//
 COMSCLANT NORFOLK VA//N4/N47//
 COMSCPAC SAN DIEGO CA//N4/N47//
 INFO COMNAVSEASYS COM WASHINGTON DC//00/00TA2/05/05D/05L/05P/
 05U/05Z/91/91W/915/92TE//
 PEO THEATER SURFACE COMBATANTS WASHINGTON DC//PMS400D/PMS400F//
 PEO EXW WASHINGTON DC//00/01/PMS317/PMS325/PMS377/PMS470//
 PEO MUW WASHINGTON DC//00/OMS490//
 BUMED WASHINGTON DC//02/24/242//
 CNET PENSACOLA FL//01/OOX1//
 COMSECONDFLT
 COMCARGRU FOUR
 NETPDTC PENSACOLA FL//N34//
 NAVICP MECHANICSBURG PA//NAVICP-04//
 COMNAVSUPSYSCOM MECHANICSBURG PA//04/41/42/424/51//
 NAVMEDLOGCOM FT DETRICK MD//03//
 NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA//9750//
 COMNAVSAFECEN NORFOLK VA//00/01/30/35//
 SERVSCOLCOM GREAT LAKES IL//00/20/30/40//
 COMAFLOATRAGRU ATLANTIC NORFOLK VA//00//
 COMAFLOATRAGRUPAC SAN DIEGO CA//00//
 NAVENVIRHLTHCEN NORFOLK VA//00/01/IH//
 NAVOSHENVTRACEN NORFOLK VA//00/01//
 SWOSCOLCOM NEWPORT RI//60//
 COMNAVSURFRESFOR NEW ORLEANS LA//00//
 FTSCANT NORFOLK VA//00/4100/4200//
 FTSCPAC SAN DIEGO CA//00/300/308//
 MSGID/GENADMIN/PRESINSURV/FEB02//
 SUBJ/INSURV QUARTERLY SURFACE SHIP MESSAGE NR 013//
 RMKS/1. FOR TYCOMS: REQUEST THIS MESSAGE BE READDRESSSED FOR
 WIDEST DISSEMINATION TO APPROPRIATE SURFACE UNITS AND ISICS.
 2. THIS QUARTERLY MESSAGE IS INTENDED TO PROVIDE INFORMATION
 THAT WILL HELP IMPROVE SURFACE FLEET MATERIAL CONDITION. IT IS
 RECOGNIZED THAT SHIPS' MATERIAL CONDITION CHANGE OVER TIME AND
 SOME SYSTEMS REQUIRE MORE ATTENTION TO ACHIEVE A HIGHER STATE OF
 READINESS. WHILE THE INSURV MATERIAL INSPECTION (MI) IS FOCUSED
 ON MATERIAL CONDITION, THE ATTRIBUTES OF MATERIAL READINESS
 (TRAINING, SUPPLY, PERSONNEL, CAPACITY/CAPABILITY) HAVE A DIRECT
 IMPACT ON MATERIAL CONDITION.
 A. THE INSURV MI HAS THREE DISTINCT PHASES. THIS MESSAGE WILL
 DISCUSS ISSUES ASSOCIATED WITH MI PREPARATION FOR MECHANICAL AND
 ELECTRICAL SYSTEMS. HOWEVER, ALL THE TOPICS DISCUSSED HAVE
 APPLICABILITY TO THE WHOLE SHIP.
 B. WORK AND TASKS ACCOMPLISHED IN SUPPORT OF THE INSURV MI
 DURING THE PREPARATION PHASE SHOULD BE CONSIDERED NO DIFFERENT
 THAN NORMAL EVOLUTIONS HAD THERE NOT BEEN AN INSPECTION
 SCHEDULED. SPECIFICALLY:
 - HIGH STANDARDS ARE MAINTAINED ("GOOD ENOUGH" = MEDIOCRITY).
 - SHIPWIDE OWNERSHIP/TEAMWORK ARE FOSTERED.

- MAINTENANCE WITH A STEADY STRAIN IN ALL EFFORTS.
- PMS IS REVIEWED, SCHEDULED, ACCOMPLISHED AND VALIDATED.
- CSMP IS MAINTAINED (INPUT, REVIEWED, SCHEDULED, ACCOMPLISHED, VALIDATED).
- WATCH STATION TRAINING.
- ZONE INSPECTIONS CONDUCTED WITH TRAINED PERSONNEL.

3. THE PREPARATION PHASE FOR AN INSURV MI IS SIMILAR TO THAT OF AN UNDERWAY FLEET EXERCISE. KEY ELEMENTS ARE: DISTRIBUTE/DIGEST THE INSURV PACKAGE (INSURVINST 4730.1B) WHICH IS SENT TO THE SHIP APPROXIMATELY SIX MONTHS PRIOR TO THE INSPECTION.

- TALK TO YOUR BOARD COUNTERPARTS/ASK QUESTIONS.
- REHEARSE THE MI ORCHESTRATION, BUT REHEARSAL OF EVERY DEMONSTRATION IS NOT REQUIRED.
- VISIT SHIPS ALREADY UNDERGOING AN INSURV INSPECTION.
- KNOW AND DOCUMENT SHIP'S MATERIAL CONDITION ON THE CSMP.
- INSPECT ALL YOUR SPACES.
- ENSURE THAT ALL INSURV INFORMATION IS DISSEMINATED TO ALL HANDS.
- KNOW YOUR EQUIPMENT - HOW IS IT SUPPOSED TO WORK AND DOES IT MEET SPECS? (PMS, TECH, MANUAL)

A. ADVANCE PLANNING AND COMPREHENSIVE PREPARATION ASSOCIATED WITH THE DEVELOPMENT OF THE SCHEDULE OF EVENTS (SOE) WILL FACILITATE THE ACCOMPLISHMENT OF THE MI. EFFORTS IN THIS AREA WILL ALSO HAVE A DIRECT IMPACT ON THE SHIP'S MATERIAL CONDITION. A COMPREHENSIVE SOE IS UNIQUE TO EACH SHIP AND CONCISELY ANSWERS THE FOLLOWING:

- WHO (SHIP'S FORCE/INSURV/OTHER OUTSIDE ACTIVITIES)
- WHAT (EQUIPMENT/EVOLUTION)
- WHEN (DAY/TIME)
- WHERE (LOCATION/POSIT)
- WITH (MATERIAL, PROCEDURE, TAG OUT, MAN WORKING ALOFT CHIT, TEST EQUIPMENT, SPECIAL TOOLS, SUPPORT SERVICES)

B. DEVELOPMENT OF THE SOE STARTS WITH A THOROUGH AND COMPREHENSIVE REVIEW OF INSURVINST 4730.1B AND ENGINEERING CHECK SHEETS. BOTH ARE AVAILABLE AT WWW.SPAWAR.NAVY.MIL/FLEET/INSURV. THE INSTRUCTION PROVIDES A WEALTH OF INFORMATION THAT IS AUGMENTED BY THE CHECK SHEETS. THE DEVELOPMENT OF THE SOE SHOULD EXTEND DOWN TO THE DECK PLATES AND INCLUDE THE INVOLVEMENT OF YOUR PORT ENGINEER.

C. IN PREPARING THE SOE, THE FOLLOWING ITEMS SHOULD BE CONSIDERED. WHILE THIS IS NOT A COMPREHENSIVE LIST, IT REFLECTS ISSUES VIEWED IN THE LAST 12 MONTHS. ADDITIONALLY, INTERFACING WITH YOUR INSURV COUNTERPART WITH THE SOE AS YOUR AGENDA WILL HELP YOU UNDERSTAND LL REQUIREMENTS, ELIMINATE AMBIGUITY AND TAP A WEALTH OF KNOWLEDGE THAT WILL FACILITATE THE SHIP'S PRESENTATION:

- INSURV ENGINEERING CHECKLISTS ARE BROKEN DOWN BY EQUIPMENT AND THE INSPECTION PHASE. THE PRIMARY MEANS OF INSPECTION IS THROUGH VISUAL OBSERVATION AND DYNAMIC TESTING FOR PROPER OPERATION. IF THE WORDS "DEMONSTRATE" OR "TEST" ARE USED, YOU ARE REQUIRED TO HAVE A WRITTEN PROCEDURE, I.E., PMS, EOP, OR A LOCALLY APPROVED PROCEDURE USING TECHNICAL MANUALS AS THE PRIMARY REFERENCE. THE IMPORTANCE OF USING PROPER PMS, TECHNICAL DOCUMENTATION, OR APPROVED PROCEDURES WHILE CONDUCTING MATERIAL CHECKS CAN NOT BE OVER EMPHASIZED.
- ONCE THE APPLICABLE WRITTEN PROCEDURES ARE IDENTIFIED, FORWARD THE CHECKLIST TO YOUR INSURV COUNTERPART FOR REFERENCE AND PROCEDURE VALIDATION. THE GOAL IS TO RETURN THIS INFORMATION TO INSURV WITHIN FOUR WEEKS OF YOUR INSPECTION.
- ASSIGN PERSONNEL WHO WILL BE DEMONSTRATING THE CHECKS AND CONDUCT TRAINING IF REQUIRED. IT IS RECOMMENDED THAT THE SAME KEY ENLISTED PERSONNEL NOT BE ASSIGNED TOO MANY INSPECTION AREAS.

- GET THE SOE AND ENGINEERING CHECKLISTS DOWN TO THE LOWEST LEVEL IN THE CHAIN OF COMMAND SO THAT ALL PERSONNEL INVOLVED HAVE A CLEAR UNDERSTANDING OF WHAT WILL BE INSPECTED AND WHAT PROCEDURES WILL BE USED TO DEMONSTRATE THE EQUIPMENT.

- DETERMINE THE SEQUENCE IN WHICH YOUR EQUIPMENT WILL BE DEMONSTRATED FROM THE BEGINNING TO THE END OF EACH INSPECTION PHASE. ADDITIONALLY, THINK ABOUT HOW VARIOUS DEMONSTRATIONS AFFECT OTHER EQUIPMENT CHECKS BEING CONDUCTED AND DE-CONFLICT ANY PROBLEM AREAS.

- IF YOU HAVE ENOUGH PERSONNEL TO SUPPORT MANY CHECKS AT THE SAME TIME, AND THEREFORE HAVE AN AGGRESSIVE SCHEDULE OF EVENTS, ENSURE THERE IS ENOUGH TEST EQUIPMENT TO SUPPORT YOUR SCHEDULE. MANY SHIPS BORROW ADDITIONAL TEST EQUIPMENT FROM THE ISIC OR OTHER SOURCES.

- IT IS RECOMMENDED TO HAVE A KHAKI IN EACH SPACE TO COORDINATE AND EXECUTE THE SOE. PLAN ON HAVING AT LEAST TWO CHECKS READY TO BE DEMONSTRATED AT ALL TIMES SO THAT IF PROBLEMS ARISE YOU CAN KEEP MOVING THROUGH THE INSPECTION PROCESS.

- DEVELOP A SIMPLE, YET EFFICIENT, PLAN TO MANAGE THE CORRECTION OF ANY MAJOR REPAIR-BEFORE-OPERATE DISCREPANCIES.

C. DECK PLATE TRAINING FOR THE DIVISION SHOULD BE HANDS-ON TRAINING COVERING ALL ASPECTS OF EQUIPMENT OPERATION. SPECIFICALLY:

- USE OF THE ENGINEERING TRAINING TEAM AS INSTRUCTORS AS WELL AS OBSERVERS WHILE PRACTICING HOT AND COLD CHECKS IS ALWAYS GOOD.

- SENIOR ENGINEERING PERSONNEL SHOULD BE KNOWLEDGEABLE OF THE WRITTEN PROCEDURES THAT WILL BE USED TO DEMONSTRATE THE EQUIPMENT. CAREFULLY SCRUTINIZE THE PROCEDURES OPERATORS FOLLOW AND COMPARE THEM TO THE PROCEDURES OUTLINED IN PMS. FOR EXAMPLE, OFTEN THE OPERATOR DOES NOT WAIT UNTIL THE REVERSE POWER SETPOINT IS REACHED BEFORE STARTING THE STOPWATCH (THAT INCREASES THE REVERSE POWER BEYOND THE AMOUNT STATED IN THE PMS CARD) OR SIMPLY CONTINUES TO ADJUST THE GOVERNOR SETTINGS UNTIL THE GENERATOR OUTPUT BREAKER TRIPS.

- FOLLOW EOSS INSTRUCTION VERBATIM. TYPICALLY, THIS HAS NOT OCCURRED. FOR EXAMPLE, MANY EOSS PROCEDURES REQUIRE THAT THE SHIP CALCULATE THE MINIMUM ACCEPTABLE INSULATION RESISTANCE USING A FORMULA THAT INCLUDES THE LENGTH OF THE CABLE. VERY FEW SHIPS KNOW THE LENGTH OF THE CABLE BETWEEN THE RECEPTACLE AND THE SHORE POWER BREAKERS. MOST REPORT THAT THEY COMPLETE THE PROCEDURE IAW EOSS EACH TIME THEY CONNECT THE SYSTEM AND SUPERVISORS ARE UNAWARE THAT THE PROCEDURE COULD NOT BE ADHERED TO.

- REHEARSALS PRIOR TO INSPECTION WILL ALLOW YOU AN OPPORTUNITY TO TEST AND DE-CONFLICT SOE ITEMS AND ENSURE PERSONNEL ARE FAMILIAR WITH THE SOE. IT ALSO WILL ALLOW YOU THE OPPORTUNITY TO OBSERVE THE MANAGEMENT OF THE SOE. FOR EXAMPLE, IS THE TEST EQUIPMENT SET UP AND READY TO GO FOR MATERIAL CHECKS PRIOR TO THE INSPECTOR ENTERING THE SPACE AND HOW IS THIS ORGANIZED.

- DURING YOUR VERIFICATION OF PROCEDURES THAT YOU WILL USE TO DEMONSTRATE YOUR EQUIPMENT, YOU MAY FIND A FEW PMS CHECKS YOU WILL DEMONSTRATE THAT ARE NOT CONDUCTED BY SHIP'S FORCE. FOR EXAMPLE, THE PRAIRIE/MASKER AIR SYSTEM FLOW RATES WILL BE DEMONSTRATED DURING THE UNDERWAY PORTION OF THE INSPECTION. THESE CHECKS ARE SCHEDULED AND COMPLETED BY FTSCLANT FOR EAST COAST SHIPS, AND PMT'S FOR WEST COAST SHIPS. IF YOUR TEST DOCUMENTATION IS NOT UP-TO-DATE, CHECK WITH THE APPLICABLE ORGANIZATION TO SEE WHEN THE LAST TIME THESE CHECKS WERE ACCOMPLISHED AND WHAT DISCREPANCIES WERE NOTED.

D. THE REVIEW OF THE CSMP AS WELL AS THE OTHER ENGINEERING DEPARTMENT MAINTENANCE PROGRAMS SHOULD BE A ROUTINE EFFORT. A DIFFICULTY NOTED IS HOW TO PROPERLY UNCOVER CRITICAL WORK THAT NEEDS

TO BE ENTERED INTO THE CSMP. SEVERAL APPROACHES OR ISSUES ARE:

- A NUMBER OF TECHNICAL ASSIST ASSETS ARE AVAILABLE ALONG THE WATERFRONT SUCH AS FLEET TECHNICAL SUPPORT CENTERS FTSCPAC/FTSCLANT), REGIONAL SUPPORT ORGANIZATION (RSO), AND SHIP'S ENGINEERING MAINTENANCE ASSIST TEAM (SEMAT) JUST TO NAME A FEW. THESE ORGANIZATIONS ARE EXTREMELY HELPFUL NOT ONLY FOR SOLVING DAY-TO-DAY TECHNICAL ISSUES AND TRAINING, BUT THEY ALSO PROVE VERY VALUABLE WHILE PREPARING FOR INSPECTIONS, WORK-UPS, AND MAJOR EVOLUTIONS WHICH ARE DEPENDENT UPON SOUND MATERIAL CONDITION.
 - REQUEST A TECH ASSIST VISIT FROM FTSC OR A TRAINING ASSIST FROM ATG TO TROUBLESHOOT SAFETY DEVICES AND INCORPORATE TRAINING WITH THE VISIT.
 - REQUEST A TRAINING ASSIST FROM ATG TO REVIEW LOGS AND ALIGN/SHUTDOWN PROCEDURES.
 - WHO IS INVOLVED WITH THE ZONE INSPECTION PROGRAM? WHAT ARE THE ITEMS TO BE INSPECTED. FOR EXAMPLE, CALIBRATION LABELS, DO THEY HAVE THE DATE CALIBRATED, NEXT DUE DATE, LAB CODE, AND TECHNICIAN. WHAT WRITTEN PROCEDURE IS USED TO INSPECT? FOR EXAMPLE, SIGNS OF AN INEFFECTIVE PROGRAM CAN BE SEEN DURING THE WATER HEATER (AUXILIARY STEAM PIPING) AND FAN ROOM INSPECTIONS. WATER HEATERS HAVE BEEN FOUND WITH MISSING LOCKING DEVICES ON THE TEMPERATURE REGULATING VALVES, INOPERATIVE OR MISSING HIGH TEMPERATURE ALARMS, EXCESSIVELY HIGH DISCHARGE TEMPERATURES, AND MISSING OR DAMAGED LAGGING ON THE UNITS AND STEAM PIPING. ALL OF THESE ITEMS PRESENT A DANGER TO PERSONNEL. THE INSPECTION OF FAN ROOMS HAVE UNCOVERED MISSING AND 100% CLOGGED FILTERS, UNAUTHORIZED STOWED FLAMMABLE MATERIAL, STRUCTURAL DAMAGE, AND ELECTRICAL SAFETY DISCREPANCIES (EXPOSED WIRING WITH WATER ON DECK).
 - THE TEST EQUIPMENT IS IN GOOD WORKING ORDER AND CALIBRATED. WHO ARE THE TECHNICIANS OPERATING THE TEST EQUIPMENT AND ARE THEY KNOWLEDGEABLE ON BOTH THE TEST EQUIPMENT AND THE EQUIPMENT BEING TESTED?
 - CALIBRATION REQUIREMENTS LIST (CRL) OR CRITICAL INSTRUMENTS LIST (CIL) DETERMINES CALIBRATION REQUIREMENTS. JOINT FLEET MAINT MANUAL CLF/CPFINST 4790.3, CHANGE 4 IDENTIFIED PRECEDENCE FOR CALIBRATION INTERVALS. THE SGCP FCA SHOULD CALIBRATE TO THE INTERVALS LISTED IN THE CRL (USERS GUIDE, UNDER CALIBRATION PERIODICITY). ENSURE INTERVALS ARE CORRECT ON CALIBRATION LABELS AND PROPERLY DOCUMENTED IN THE AISPC RECALL PROGRAM.
 - AISPC PROGRAM REQUIRES ACCURATE CALIBRATION RECALL DATA TO BE USED. CALIBRATION LABELS ON INSTRUMENTS MUST MATCH INTERVALS AND CALIBRATION DUE DATES LISTED IN THE FORMAT 310S/350S.
- E. SOME THINGS TO CONSIDER WHEN PREPARING THE ORCHESTRATION OF AN MI:
- DURING THE PRE-UNDERWAY PHASE OF THE INSPECTION, NUMEROUS DISCREPANCIES WILL BE IDENTIFIED. FOCUS YOUR REPAIR EFFORTS ON THOSE ITEMS THAT ARE UNDERWAY AND EQUIPMENT RESTRICTIVES. INSPECTORS WILL INFORM SHIP'S FORCE IMMEDIATELY WHEN AN UNDERWAY OR EQUIPMENT RESTRICTIVE HAS BEEN IDENTIFIED. IT IS SHIP'S FORCE RESPONSIBILITY TO ENSURE THOSE ITEMS GET UP THE CHAIN OF COMMAND SO THAT CORRECTIVE ACTION CAN BE TAKEN.
 - HAVE ALL EQUIPMENT TAG OUTS READY AND CENTRALLY LOCATED.
 - A CENTRAL POINT OF CONTACT SHOULD BE DESIGNATED TO ENSURE THAT ALL SOE EVENTS ARE TRACKED, EXECUTED, OR RESCHEDULED PROMPTLY.
 - DISCREPANCIES WHICH MAY PREVENT THE SAFE OPERATION OF EQUIPMENT, SUCH AS FUEL LEAKS, EXCESSIVE STEAM OR OIL LEAKS, EMERGENCY TRIPS AND SHUT-DOWN DEVICES NOT WORKING IN ACCORDANCE WITH PMS, INOP

ALARMS, OR CRITICAL GAGES OUT OF CALIBRATION, WILL RESULT IN THAT PARTICULAR PIECE OF EQUIPMENT BEING PLACED OOC UNTIL REPAIRED.

- EQUIPMENT BEING OPERATED OUTSIDE ITS NORMAL OPERATING PARAMETERS WILL REQUIRE REPAIR OR AN APPROVED DEPARTURE FROM SPECIFICATIONS (DFS) FOR CONTINUED OPERATION.

- ENGINEERING TEMPORARY STANDING ORDERS (TSOS) MAY BE REQUIRED. IT HAS BEEN FOUND THAT SOME OF THESE TSOS MEET THE REQUIREMENTS FOR EITHER A DEPARTURE FROM SPECIFICATION (DFS) OR CASREP. ADDITIONALLY, WATCHSTANDERS ARE NOT AWARE OF THE TSO AND HAVE NOT BEEN TRAINED ON ITS CONTENT. A COMPREHENSIVE REVIEW OF ALL TSOS WOULD PRECLUDE PROBLEMS.

5. HOW TO CONTACT US: AS A RESULT OF THE INTENSIVE INSPECTION SCHEDULE, YOUR ENGINEERING INSPECTORS ARE REACHED MOST RELIABLY BY E-MAIL. OUR E-MAIL ADDRESSES ARE IN MOST CASES, LAST NAME@INSURV.NOSC.MIL FOR ATLANTIC FLEET SHIPS AND LAST NAME@INSURVPAC.NOSC.MIL FOR PACIFIC FLEET SHIPS. OUR WEB SITE HAS A WEALTH OF USEFUL INFORMATION AND CAN BE FOUND AT WWW.SPAWAR.NAVY.MIL/FLEET/INSURV. OUR FAX NUMBERS ARE (757) 462-7765 (DSN PREFIX 253) FOR ATLANTIC FLEET SHIPS AND (619) 556-5566 (DSN PREFIX 526) FOR PACIFIC FLEET SHIPS. OUR PHONE NUMBERS ARE (757) 462-7881 (DSN PREFIX 253) FOR ATLANTIC FLEET SHIPS AND (619) 556-3482 (DSN PREFIX 526) FOR PACIFIC FLEET SHIPS.//